

ORDINANCE NO. 2020

AN ORDINANCE AMENDING THE TRANSPORTATION SYSTEM PLAN (TSP)
OF THE CENTRAL POINT COMPREHENSIVE PLAN REFINING THE
SOUTHERLY EXTENSION OF GEBHARD ROAD TO EAST PINE STREET.

Recitals:

- A. Words ~~lined through~~ are to be deleted and words **in bold** are added.
- B. The City of Central Point (City) is authorized under Oregon Revised Statute (ORS) Chapter 197 to prepare, adopt and revise comprehensive plans and implementing ordinances consistent with the Statewide Land Use Planning Goals.
- C. The City has coordinated its planning efforts with the State in accordance with ORS 197.040(2)(e) and OAR 660-030-0060 to assure compliance with goals and compatibility with City Comprehensive Plans.
- D. Pursuant to the requirements set forth in CPMC Chapter 17.96.100 Comprehensive Plan and Urban Growth Boundary Amendments – Purpose and Chapter 17.05.500, Type IV Review Procedures, the City has initiated an application and conducted the following duly advertised public hearings to consider the proposed amendment:
 - a) Planning Commission hearing on October 6, 2015
 - b) City Council hearings on November 12, 2015 and December 10, 2015.

THE PEOPLE OF THE CITY OF CENTRAL POINT DO ORDAIN AS FOLLOWS:

Section 1. Amendments to TSP Chapter 7 – Street System, 2008 - 2030 to read:

7.2.2.2 Year 2020 Roadway Deficiencies: By 2020 it is projected that sixteen (16) intersections will exceed performance standards during one or both peak hours without any improvements. This represents 46% of the City's key intersections. The results of the operational analysis for the Year 2020 scenario are summarized in Table 7.3. The table lists each intersection within the study area separately, with the corresponding mobility standard for A.M. and P.M. conditions. The following identifies each of the sixteen intersections and a general description of the improvements needed to meet a minimum LOS "D":

3. Gebhard Road Extension. Between 2020 and 2030 By Year 2020, it is forecast that Gebhard Road, **a designated collector street**, will be extended **southerly** to intersect with E. Pine Street approximately 700 feet west of Hamrick Road (**Figure 7.1**). **The proposed routing and alignment of the Gebhard Road extension is illustrated in Figure 7.1.1 and is expected to be improved as the area develops²¹. The specific alignment of Gebhard Road m be further refined as needed, but will generally follow the routing as illustrated in Figure 7.1.1.** In addition to the extension of Gebhard Road, its intersection with East Pine Street would **will** need to be signalized **as the commercial property along East Pine Street is developed. Both the signalization of Gebhard Road at East Pine Street and the southerly extension of Gebhard Road are compliant with ODOT's IAMP 33²².**

²¹ Gebhard Road Alignment Study, October 6, 2015, City of Central Point.

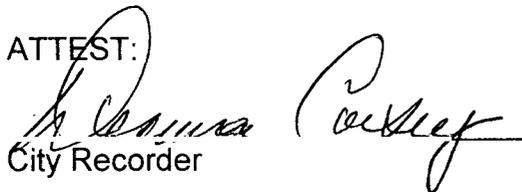
²² Gebhard Road Intersection Traffic Impact Analysis, City of Central Point, June 4, 2015, JRH Transportation Engineering

Section 2. Codification. Provisions of this Ordinance shall be incorporated in the City Comprehensive Plan and the word Ordinance may be changed to "code", "article", "section", "chapter", or other word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions need not be codified and the City Recorder is authorized to correct any cross references and any typographical errors.

Section 3. Effective Date. The Central Point City Charter states that an ordinance enacted by the council shall take effect on the thirtieth day after its enactment. The effective date of this ordinance will be the thirtieth day after the second reading.

Passed by the Council and signed by me in authentication of its passage this 10th day of December, 2015.


Mayor Hank Williams

ATTEST:

City Recorder